

A GAY LUTHERIAN.

"The Lightning Rod Man" on His Travels—An Account of a Year's Wanderings.

A correspondent of the Detroit Free Press tells the following:—

He is now incarcerated in a gloomy dungeon in the Washington county jail, and awaiting his trial for bigamy at the February term of the Circuit Court, one of the most married men to be found this side of Salt Lake City.

His name is William McCarty, and he is familiarly known as the "Lightning Rod Man."

The "make-up" of this fascinating matrimonial genius is rather calculated to ensure confiding females, and to cause their susceptible hearts to vibrate with a vehement business when in his bewitching presence.

He arrived, makes himself at home, and goes to work.

The Galveston News of a recent date says:— Two hundred and forty of these arrived yesterday as pioneers of an immigration from the Flowery Kingdom upon which we must depend hereafter for plantation hands and house-servants.

The officers of the boat that brought them from St. Louis to New Orleans say that they were exceedingly docile and well-behaved, and gave no trouble whatever.

General Walker declared that the statement that difficulty was apprehended from the negroes at Memphis. He is of the opinion that Chinese labor will not be at once available for agricultural work in the South.

Twenty years ago, when only eighteen years of age, he was married to the village girl, and she was named Mary Cope, then in her sixteenth year.

THE CHINAMAN IN TEXAS.

Some of the murderous weapons used by the pirates are still with Captain Davidson, one of them being the short sword, about 30 inches long in blade, and 1 1/2 inches wide.

The general dress was a blue cotton blouse and pantaloons of the same material, but of more ample dimensions than a fashionable gent would be inclined to wear.

After their arrival at the depot preparations were made for cooking breakfast. Fires were lighted, kettles were brought out, pans and bowls were placed on the hands of each.

While in Canada he succeeded by means of fair promises in inducing his niece, a young girl of fine personal appearance, to accompany him to this side of the border.

On Saturday the North German bark Apenrade arrived at New York from Whampoa, China, after a voyage of one hundred and six days.

The crew told a thrilling tale of an encounter with pirates in the Indian Ocean, December, 1865, the Apenrade left Hamburg for Singapore, Siam, Bangkok, Hong Kong, Formosa, and Tam-Sui.

On the arrival of the Apenrade at Macao, the Portuguese authorities despatched the gunboat Camoes in search of the piratical junk, but returned without effecting any result.

While the Apenrade was on a route for New York, the China agents at Canton learned that the pirate was afterward taken by a Chinese gunboat commanded by an American named Edwards.

From information received at Macao, whether the prize was towed en route to Canton, there is reason to believe that the junk combined coolie-catering with her other avocations.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 5 P. M. SUNDAY, NOVEMBER 18, 1869. The trains of the Pennsylvania Central Railroad leave the depot at THIRTIETH and MARKET streets which is reached directly by the Market Street car.

Trains leave depot, viz.: 5:00 A. M. Fast Accommodation, 5:30 A. M., 7:00 A. M., 8:30 A. M., 10:00 A. M., 11:30 A. M., 1:00 P. M., 2:30 P. M., 4:00 P. M., 5:30 P. M., 7:00 P. M., 8:30 P. M., 10:00 P. M., 11:30 P. M.

Trains arrive at depot, viz.: 5:00 A. M. Fast Accommodation, 5:30 A. M., 7:00 A. M., 8:30 A. M., 10:00 A. M., 11:30 A. M., 1:00 P. M., 2:30 P. M., 4:00 P. M., 5:30 P. M., 7:00 P. M., 8:30 P. M., 10:00 P. M., 11:30 P. M.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. TIME TABLE. Trains leave Philadelphia for Wilmington and Baltimore at 7:00 A. M., 11:30 A. M., 3:00 P. M., 7:00 P. M., 11:30 P. M.

WILMINGTON TRAINS. Leaving Philadelphia at 11:30 A. M., 3:00 P. M., 7:00 P. M., 11:30 P. M. Arriving Philadelphia at 12:00 P. M., 5:00 P. M., 9:00 P. M., 12:00 A. M.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after Monday, November 1, 1869, Stations will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania and to the interior of Maryland, Delaware, and Wyoming valleys, the North, Northwest, and the Canada.

WINTER ARRANGEMENT. Of Passenger Trains, December 20, 1869. Leaving the Company's depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours: Morning Express, 6:30 A. M.

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RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND DELAWARE RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM NEW YORK DEPOT. 12:30 P. M. Line leaves Market Street Ferry, (upper side).

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AUCTION SALES.

M. THOMAS & SONS, NOS. 129 AND 141 S. & 4TH STREETS. Sale at the Auction Rooms, Nos. 129 and 141 S. & 4th Streets.

THOMAS BIRCH & SON, AUCTIONEERS. LAND COMMISSION MERCHANTS, No. 117 BASSON STREET. Assignee's Sale.

MARTIN BROTHERS, AUCTIONEERS. HANDSOME WALNUT HOUSEHOLD FURNITURE, comprising—Bureau, Bedstead, Dressing Table, Parlor Table, etc.

BUNTING, DURBORO & CO., AUCTIONEERS. OFFERING SPRING SALE OF 200 OAKS BOOTS, SHOES, HATS, ETC.

SCOTT'S ART GALLERY AND AUCTION ROOM. COMMISSION SALES. No. 117 CHESTNUT STREET.

C. D. McCLESLEY & CO., AUCTIONEERS. No. 230 MARKET STREET.

HARDING'S EDITIONS OF THE HOLY BIBLE. FAMILY, PULPIT, AND PHOTOGRAPH BIBLES, FOR WEDDING AND BIRTHDAY PRESENTS.

HARDING'S PATENT CHAIN-BACK PHOTOGRAPH ALBUMS. For Wedding, Holiday, or Birthday Presents, these Albums are particularly adapted.

TO ALL WANTING FARMS IN A LOCALITY Exempt from Fevers and Lung Complaints.—To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South.

W. I. REGUARDI FOR STORE FRONTS, ABLUMS, FAUTORIES, ETC. Patent Wire Railing, Iron Bedsteads, Ornament Wire Work, Paper-makers' Wire, and every variety of Wire Work, manufactured by M. WALKER & SONS.